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TRANSLATIONS ON USSR MILITARY AFFAIRS

No. 1389

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CONTENTS

PAGE

Naval Training and Related Activities (Various sources, various dates)	1
On a Guided-Missile Patrol Boat, by V. Verbitskiy	
On a Submarine, by N. Viktorov	
On a Border Patrol Vessel	
On the ASW Cruiser 'Moskva', by S. Bystrov	
Party Concern for Naval Development Discussed (V. Grishanov; VOYENNO-ISTORICHESKIY ZHURNAL, Jul 78)	13
Troop Control in World War II Discussed (A. Dement'yev, S. Petrov; VOYENNO-ISTORICHESKIY ZHURNAL, Jul 78)	19
Minesweeping Tasks in Early Postwar Period Discussed (N. Amel'ko; VOYENNO-ISTORICHESKIY ZHURNAL, Jul 78)	27
Activities at the Sumy Higher Artillery Command School (V. Balaban; RABOCHAYA GAZETA, 16 Aug 78)	31
Aviation Day Articles Published (Various sources, various dates)	34
Marshal Silant'yev Interview, A. P. Silant'yev Interview	
Lt Gen Tsymbol Article, by N. Tsymbol	
Maj Gen Kletskin Article, by F. Kletskin	
Maj Gen Okhotnyy Article, by F. I. Okhotnyy	
Role of Helicopters in Combat Discussed (S. Tolstoy; PRAVDA, 20 Aug 78)	45
Tanker Training for Deep Water Fording Operation Described (S. Babayev; BAKINSKIY RABOCHIY, 5 Sep 78)	49

NAVAL TRAINING AND RELATED ACTIVITIES

On a Guided-Missile Patrol Boat

Moscow SEL'SKAYA ZHIZN' in Russian 30 Jul 78 p 3

[Article by Sr Lt V. Verbitskiy: "Report from Aboard the Guided-Missile Patrol Boat 'Kirovskiy Komsomolets': An Inviolable Tradition"]

[Text] The small combatant came alive almost instantaneously. Hardly had the impassive voice of the loudspeakers fallen silent: "Prepare ship for emergency action and deployment!" when the customary pulse of combat work already was in full swing in the deck house.

The first ray of the sun came to rest on the control panel, on a small red cap with a lead seal. And almost immediately a light flared up on the panel: "System on."

I automatically raised my head to look at the deck house clock. The commander intercepted my gaze and smiled:

"This is what combat readiness is."

A dotted red circle with a blue-and-white rectangular ensign and a number is precisely inscribed on the deck house of the guided-missile patrol boat "Kirovskiy Komsomolets."

The small combatant has held the title of "outstanding" uninterruptedly for many years now. More than one generation of navymen has sacredly revered and augmented the combat traditions of the renowned unit, which covered itself with unfading glory during the war. Defense of Leningrad, liberation of the Soviet Baltic, defense of Hango and islands of the Moonsund Archipelago, amphibious landings on Bornholm and the Frische Nehrung Spit, and over a hundred fascist ships sunk--these exploits are in the service record of the Baltic Fleet navymen. Eleven of them are Heroes of the Soviet Union.

The heroes' deeds are worthily continued by the present generation of navymen. Ships, equipment and ordnance have changed, but the hearts of the

navymen are full of valor and courage as before and they are ready as before to perform their patriotic duty to the homeland sacredly at any moment. The subunit has been awarded the Lenin Jubilee Honor Scroll, the Jubilee Honor Emblem and the USSR Minister of Defense Pennant "For Courage and Military Valor." It has won the CinC USSR Navy Prize for six years in a row in competitions in weapons and tactical training. Two such cups have been left forever with the subunit. Missile and gun firings in honor of the 60th Anniversary of the USSR Armed Forces were conducted in outstanding fashion.

And there is one other inviolable tradition. During all these years the crews of the guided-missile combatants "Kirovskiy Komsomolets," "Tambovskiy Komsomolets" and "Michurinskiy Komsomolets" have been "fighting men of the first rank" without interruption. These names represent a memory of the remarkable patriotic youth movement which during the war years collected funds for building torpedo boats. It is a memory which obligates one to a great deal, since the patron ties born in the menacing years of the war become stronger and broader with each passing day. Komsomol members of the non-Chernozem area send their best representatives to serve aboard the namesake combatants, and the Navy returns them even stronger and tempered, having learned the value of the difficult naval work.

The thin, rigid line of the course on the navigational chart breaks off just as it crosses the border of a preplanned area. For now no one knows what will come further. There are "enemy" amphibious warfare ships and a strong escort in the area. It is our mission to attack them. To attack them while we ourselves remain undetected. Easy to say. The "enemy" is experienced and probably already is looking at us through all his electronic "eyes."

The commander bites on his pencil with a slight frown. A radio signal has just been received: the torpedo boat in front has been detected and attacked. It has "fought" its fight for today, and now it is our turn.

"Radar operators?" asks the captain demandingly, pressing the microphone of the internal ship's communications.

"Quiet for now," comes the steady and confident voice of Snn Leonid Ostap'yuk, "Just fishermen."

"Fishermen. Fishermen," repeats the commander. And suddenly he turns sharply to the helmsman.

Everyone in the deck house immediately catches his thought. The tension immediately dissipates and the helmsman even allows himself to mutter in a half voice: "Well now let them look for us."

Nikolay Mikhaylovich was born exactly four months after 22 June 1941. He was still a lad when the kolkhoz mailman brought a gray official envelope to their house and sat down wearily on the threshold, sadly folding his hands on his knees. Their village already knew what kind of news came in such

envelopes. He does not recall those tears of his mother's. On the other hand, he recalls the joy when his father, a company machinegunner who had lain almost a year in the hospital after serious wounds, suddenly returned home. The Bayrak family was regarded as fortunate in the village--although the breadwinner was crippled, he was alive. There were not many of those in the kolkhoz.

Nikolay left home for the first time when it came time to serve his first term. He was sent to the Baltic Fleet, and so he remained here. He was a seaman, then an extend-term navyman. Later came courses and the Higher Naval School imeni M. V. Frunze--he already has 18 years of service behind him. It is honorable, faultless and self-sacrificing service. The kind of service he promised his father in his very first letter from the Baltic.

His father approved the son's decision and reconciled himself with the fact that he alone of their family had not become a farmer. Every now and then he will ask in a letter: "Well son, aren't you drawn to the land?" And how he is drawn! He will come home on leave to his native Savran', which is in the Odessa Steppe. He will go alone into the field and stroll for a long while, breathing the dry, heady aroma of grain as if trying to memorize it for an entire year. But a week or two will go by and suddenly he will get such a yearning for the sea, for the ship and for his crew that he cannot help but pack his bags. Those at home are silent. They have become accustomed to this. What can you do? The crew is a second family to him.

The crew aboard the combatant is a small one and in comparison with a large ship it is simply minuscule, but still one can't write about all of them. And so I was drawn primarily by the missilemen. I realized my mistake after about ten minutes aboard the ship. It was impossible to divide these lads into "important" and "unimportant." It was one family in training, in work and in action. Especially in action. And there are no secondary fighting men.

The Soviet Navy is renowned for many traditions. And one of the firmest of them all is the selfless friendship, real comradeship, concern for each other and help given to each other in everything. And this is natural: the high moral qualities which naval service develops are laid down by the entire tenor of our life. Patriotism, industriousness, courage and discipline always have been and remain distinctive features of Soviet citizens.

Take, for example, the young seaman Leonid Chepelyuk, a former tractor operator of the "Znamya" Sovkhoz of Brestskaya Oblast. A serious experience fell to his lot in childhood: his mother died. His father was left with four young children on his hands. The entire sovkhoz helped bring up the orphans. Now they are doing their duty for the Motherland. Leonid's older brother, who served his first term, returned to work in his native sovkhoz. His sister completed a pedagogic institute and is teaching physics in a rural school. His younger sister is working in a sovkhoz combine. Although Leonid has been serving only eight months, he is already a senior seaman and is working at the level of 2d Class specialist.

PO 1st Class Viktor Dvoyeglazov, the crew Komsomol organizer, Sr Smn Mikhail Dashkevich, Sr Smn Semen Florentsa and Smn Leonid Ostapyuk are serving honorably. Recently the entire crew was read a letter to Ostapyuk from his father, a kolkhoz foreman. "We gave our word, son," he wrote, "to increase the harvest in 'Podoliya' this year to 40 quintals a hectare. And we will keep this word. So serve honorably and pass on to your comrades that we will not fail and will fulfill the norm for you. Serve strictly and safeguard the people's labor."

"Work at ease, we are performing service vigilantly," Leonid wrote to his father. And the entire crew, all his comrades, signed this answer.

Varicolored lights on the commander's instrument flash on one after the other. Blue--"Target detected." Green--"Combat course calculated." And finally, red--"Ready for launch." The black button goes down under the commander's hand. The small combatant settles back heavily, shudders and, as if on wings, immediately dashes forward.

The hulk of a cruiser slowly grows on the horizon. The exercise has ended and she also is returning to base. The ensign of the fleet commander in chief flutters on the mainsail gaff.

"Semaphore from the cruiser," the signalman reports to the combatant's commander.

All of us spill onto the bridge.

"Grade is ex-cel-lent," reads the signalman aloud. "Thanks for serv-ice. Fleet commander-in-chief."

And he looks happily at the commander.

The commander silently removes his cap, wipes his brow with his palm and is silent for a few seconds. The emblem of an outstanding ship burns next to him on the fairwater. The commander suddenly smiles at something to himself and says in a half voice: "That's how to do it!"

PHOTO CAPTIONS

1. Navymen of the Baltic Fleet perform outstanding service. In the photo: Engr-Capt N. Bayrak and Smn L. Ostapyuk, Smn V. Dvoyeglazov, Smn L. Chepelyuk and Smn M. Dashkevich.

On a Submarine

Kiev PRAVDA UKRAINY in Russian 30 Jul 78 p 3

[Article by N. Viktorov, from Sevastopol': "A Precise Attack!"]

[Text] The submarine arrived in the designated area at dawn and hove to. A calm sea seemingly unwillingly slapped against the steep sides. Dense haze round about limited visibility. Everything was disposed toward calm and rest after the night passage.

But no one was thinking about rest. The roar of the ventilators sucking gases from the battery wells seemed uneasy. One sensed that the important thing for which the young seamen had persistently and stubbornly studied their duties aboard ship might begin at any moment. Perhaps these minutes would be forgotten later, but now it was as if each one was asking himself: "Am I ready?"

The commander gazed once again in the direction from which the "enemy" was to be expected, then looked at his watch.

"Well, it's time!"

The officers descended into the conning tower. The signalman "felled" the antenna. The hatch slammed shut. There was the command:

"Stand by to dive!"

One could hear the hissing of air forced from the main ballast tanks by water. Reports came one after the other. The boatswain's mate reported speed of submergence and the navigator reported that there was 700 m under the keel.

Most important now was to trim the submarine well to give her the necessary maneuverability and take her precisely to the salvo position. The engineering department head has mastered this art with excellence. Damage-control mechanics Sr Smm P. Papkin and Smm O. Namazov acted with confidence.

Being at the central station from which commands proceed and to which reports arrive, one automatically falls to thinking about how intensively this "brain" of the ship operates. How many decisions and actions are made and executed simultaneously aboard a submarine! Her crew must be trained in outstanding fashion and her commander must be confident of each person's knowledge and abilities and must orient himself faultlessly and precisely in any situation.

Our ship executes all maneuvers obediently.

The chart room is filled with bright light. The navigator's pencil quickly jots down columns of figures. The young officer is working enthusiastically.

Almost all his reports anticipate the commander's demands. This makes it possible for the combat team to prepare better for the upcoming actions. Now the navigator has reported:

"Range to 'enemy' ... nm."

The ship has taken a closing course. The moment has come which requires extreme synchronism in the combat team's actions. Each person does his bit for the common military labor on time and with precision. The nervous tension has dissipated unnecessary words. When Sr Smn N. Khratsov, standing watch at the helm, allowed an insignificant inaccuracy and barely "slipped by" the course, the boatswain's mate calmly and correctly took the helm from him and corrected the error.

The commander's voice sounds.

"Well, sonarmen, all attention is on you. Don't fail!"

And in answer:

"Yes sir, Comrade Commander!"

"Torpedomen, how are things at the first tube?"

"Everything is precise, Comrade Commander!"

Everything was said in the words of this brief dialog. Success of the upcoming attack meant a great deal to the crew, from the commander down to any seaman. It would summarize results of strenuous training.

The eyes of the sonarmen were glued inseparably to the sweep running across the screen. Their faces were reserved. Nothing existed for them now and nothing was perceived except for the voice of the sea with its noise and rustles. The interference was irritating. Here was some transport "splashing" by. Suddenly the sharp sounds of a sonar from another ship joined in. But PO 1st Class S. Martynenko heard his "target" and identified it immediately.

Again the stream of reports, queries, answers and commands began seething. All necessary data on the "target's" range, speed and course came to the commander.

"Synchronization of angle on the bow!" ordered the commander.

The torpedomen work with precision. They manage to keep an eye on several dials, receive queries and immediately respond.

The angle on the bow coincided. The command sounds:

"Tubes! Fire!"

The submarine shuddered. The noise of screws of torpedoes rushing toward the "target" is heard in the loudspeakers of the sonar room.

We surface several minutes later. The report which is customary aboard the submarine is passed to all compartments: "target" hit accurately. The crew responds with a concerted and joyous "Hurrah!"

On a Border Patrol Vessel

Yerevan KOMMUNIST in Russian 30 Jul 78 p 4

[Report From Aboard a Border Patrol Vessel of the Red Banner Brigade of Patrol Vessels in the Black Sea: "On a Combat Patrol"]

[Text] The morning began as usual. Obedient to the metallic voice of the loudspeaker, which in our atomic age has replaced the boatswain's whistle and bells, the navymen formed up on the upper deck. It was a few minutes before eight. Even ranks of navymen could be seen aboard all ships at the base at this time. A formation of brigade staff officers was on the dock.

Then came the exact time signal. Commingling with it, the ship's bells rang out with different voices. The green panels with a blue stripe, red star, hammer and sickle are hoisted solemnly and majestically at the sterns of the ships.

Each day in Unit "X" of naval border patrol vessels of the Red Banner Transcaucasus Border District begins with this traditional naval ceremony. Aboard our PSKR, or border patrol vessel, as the descendants of the renowned "submarine chasers" which guarded the border for several decades are known today, preparations are underway everywhere for the departure to sea.

Finally we go up to the bridge together with ship's executive officer Nikolay Mel'nikov. A long, broken whistle--the signal for all-hands evolution--carries through the patrol vessel.

"Stand by to weigh anchor and unmoor!"

Leaving behind herself a luxuriant, foamy wake, the patrol vessel moves lightly toward the invisible line of the state border. Cutting across mountains, valleys and forests, this line reaches the sea and stretches across its boundless surface. Here there are no striped posts, traffic control points or engineer structures. On the water one cannot read tracks, turn to the bushes, soil or snow for assistance, or release the dogs.

But modern technology has provided the naval border guard personnel with reliable means for protecting the water boundaries. One of them is the radar. This all-seeing eye fears neither rain nor fog. It operates day or night and at any time of the year with the same success. And it not only fixes a target, but also provides its accurate coordinates, the direction and speed of movement and distance to it.

"Of course, it is an outstanding instrument, but it operates with maximum effectiveness only in reliable hands," says Mel'nikov. "Experience, knowledge and skills are needed in order to separate from the multitude of blips lit up on the screen those very ones which are of interest to us. And not only this. PO 2d Class Antanas Kulyavichyus, our communications and observation team leader, has advanced so far in his military profession that when necessary he also can repair the installation on his own."

If the radar is called the "eyes" of the border patrol vessel, the sonar is her "ears." Navymen probably will agree with me when I say that the job of the sonarman is one of the most difficult aboard ship. It requires no physical effort, but one has to have so much willpower and endurance to sit with headphones on and listen to the monotonous, hypnotic noise of the sea for long hours in a semidarkened room! And to do this so attentively as not to miss the slightest foreign sound in this infinitely monotonous song of nature!

For at times the result of the entire crew's actions and successful execution of an order depends on the precise, swift work of the sonarman. That was the case, for example, during recent training problems when our PSKR received an order to detect an "enemy" submarine and "destroy" her. All personnel of the border patrol vessel--from the officers on the bridge to members of the engineering team--awaited news from Sr Smn Oleg Shchupletsov with excitement and anxiety. And they sighed with relief when the triumphant voice of the sonarman sounded in the loudspeaker:

"Target No. 1 detected! Echo bearing ... Range ..."

The "hunt" for the submarine had begun. The conditional violator of course tried in every possible way to evade pursuit, and she employed the most crafty techniques. But the border patrol vessel stubbornly pursued the "enemy." Sonarman Shchupletsov did not once lose contact with the submarine to the very end of the exercise, and he reported her actions to the deck house precisely and on time.

The persistent training, constant practices and mutual assistance by crew members produced their results. From results of socialist competition in honor of the 60th Anniversary of Border Guard Troops, personnel of the youngest ship in the unit, aboard which the naval ensign of USSR Border Guard Troops had been raised just last fall, took second place in the brigade.

Once I began talking on this subject with ship's Komsomol organization secretary PO 2d Class Vladimir Kiyko.

"Our collective turned out to be a good one," said the navymen. "And apparently the fact that the crew, assembled from various ships of the unit, traveled to the plant to receive this patrol vessel in place of the old one played no small part in this. They took part in final construction, studied the ship's systems and assemblies, and in the process came to know each other more closely and became friends."

Vladimir also told briefly about himself. Prior to service in the Fleet, he managed to complete an industrial tekhnikum, work awhile at a reinforced concrete elements plant and command a student construction detachment.

"You have a good civilian trade. You probably can't wait to get back to it?"

"Of course I want to go home," smiled Kiyko confidentially. "But truthfully speaking, as soon as I think about having to part with my comrades and the ship and be separated from our uneasy but interesting life, I become sad."

Vladimir Kiyko still remembers that sunny winter day when he was standing signal watch on the bridge. As he carefully examined the arched surface of the troubled sea through the binoculars, Kiyko involuntarily looked with admiration at the flocks of seagulls floating noisily over the very water. But one of the flocks took on major dimensions before the navyman's eyes and turned into a sail.

Having sounded quarters, the patrol vessel headed at top speed toward the unidentified vessel. Simultaneously there came the order:

"Ready ship for inspection! Inspection group prepare to disembark!"

It took a matter of minutes for Sr Lt Mel'nikov and seamen Kiyko, Vagulin and Dosayev to form on the poop with weapons, a set of the appropriate gear and a radio. And as soon as the patrol vessel closed with the vessel which had violated the state border, the Soviet navymen made their way onto her deck. After a careful inspection of the schooner and an interrogation of her crew, the order came from shore to escort the violator to port. Others already were looking into the circumstances and purpose with which the unidentified vessel had entered our territorial waters. And having performed their duty, the border patrol personnel again left for the border to guard the approaches to their native land.

Doesn't the attraction of the trade of a border patrol navymen lie in this constant readiness for difficult situations, in a feeling of responsibility for inviolability of the border, and in the day-by-day, minute-by-minute danger and alerts?

The ship's officers and seamen tell with special pride about their Red Banner unit--one of the oldest in the district. Five of its personnel were presented with the high title of Hero of the Soviet Union during the years of the Great Patriotic War.

The exploit of PO 2d Class Grigoriy Kuropyatnikov, a mine warfare specialist from the SK-065, is widely known. At the height of battle against enemy aircraft, the courageous navyman and party member received several serious wounds--his left arm was torn away and fragments hit his chest and head. But the Black Sea Fleet navymen-hero did not leave the machinegun, continuing to fire with one hand. Suddenly he noticed that smoke pots lying on the depth

charges had caught fire. There was the threat of the ship's destruction. Bleeding profusely, the navyman crawled to the stern, bit through the fastening of the pots and threw them overboard.

Several years ago Hero of the Soviet Union Grigoriy Aleksandrovich Kuropyatnikov came to visit the young border patrol navymen. The veteran soldier told them much and, for his part, he familiarized himself with interest with the unit where his military career had begun three decades ago. The strength of Soviet soldiers and their readiness to perform exploits in war and in peaceful days lies in this living link of generations, a link nourished by fervent love for the Motherland and a sense of responsibility for its peace and tranquility.

On the ASW Cruiser 'Moskva'

Moscow MOSKOVSKAYA PRAVDA in Russian 8 Aug 78 p 3

[Article by Capt 3d Rank S. Bystrov: "How is Your Service?: The 'Moskva' Conducts a Search"]

[Text] The sea was covered with whitecaps. And the whiter the water's surface became from the foam, the gloomier the navymen felt. They had to search for a submarine and the disturbance already was 4-5 on the sea disturbance scale. Such waves already were a storm for some ships, but for the ASW cruiser "Moskva" it was merely a slight sea. As before, her flight deck remained firmly horizontal--you could take off and land. But the gusts of wind were not the best weather for helicopter pilots.

The cruiser's commander, Capt 2d Rank Leonid Lopatskiy, was striding around the bridge with his hat pulled down far over his eyes. He was an experienced officer who had crossed many seas and oceans and he had no thought of complaining about the weather. It was a useless and thankless matter. Of course, the disturbance now was playing into the "enemy's" hands. The submarine would be able to detect the cruiser considerably earlier than she would detect the submarine, which meant the mission was complicated.

Just how many searches did this make this year? And was there a single case similar to this? Hardly--the "enemy" always was individualistic, the situation was new, conditions rarely repeated themselves, and even the crew was changing all the time. One of the experienced officers received a promotion, the best seamen-specialists were released to the reserve, they were replaced by young ones, and some developed and acquired firm skills. But still there should be one constant value in this stream of changes: the reliability of the ship's operation. Constancy is a good tradition.

One of the traditions of the ASW cruiser "Moskva" is to constantly have emissaries of the capital among the crew. The cruiser maintains firm patron ties with Sokol'nicheskiy Rayon of Moscow, which sends the best representatives of the working youth to serve aboard the ship. At one time young Muscovite Aleksandr Pyatov came aboard the "Moskva." From the very first

days he was an assiduous and conscientious navyman. Pyatov's specialty required this--he was a communicator. Communications for the ship is the only thread connecting her with the native land on a long deployment. And its reliability depends largely on the communicators. No matter what distances separate the ship from shore, no matter what magnetic storms, tempests or cyclones try to break this thread.

The ship with the name "Moskva" immediately became home for Aleksandr Pyatov. Five years passed. Now WO Pyatov is a master of military affairs. He is a party member and heads his department's party organization. Aleksandr prepared a worthy successor for himself--young WO Nikolay Pushkin, also a Muscovite. By the way, there is also a tradition aboard ship that countrymen support each other in every possible way. This helps the crew even more strengthen their cohesiveness and monolithic nature.

No, the situation at hand resembled very little the previous searches. Now the further progress of the search depended on the commander and only on him. There were too few data. The "enemy" had great freedom of actions, and it was difficult to conjecture where he would head. Capt 2d Rank Lopatskiy had to divine this.

The word "divine" of course does not sound quite right for the ship's commander. Relying on experience, tactical training, a knowledge of the "enemy's" habits and on a commander's intuition, he must choose the most realistic from among a multitude of variants. And having chosen it, he must act persistently, quickly and boldly, implementing his decision as being absolutely correct until an additional opportunity appears to update it.

The entire crew, from officers to seamen, knows well how difficult and important the commander's work is. Each one tries to the extent of his energies and abilities to provide the commander with as large an amount of reliable data for decisionmaking as possible. And when the decision develops into an order for actions, they try to do everything to execute it in the best manner.

The ship's commander summoned the best helicopter pilots, Lt Col G. Semagin and Maj V. Filin. They would have to lay down a barrier of sonobuoys at the location where it was surmised the submarine would pass. They had to be placed quickly and precisely in spite of the bad weather.

The ship got on a course convenient for the pilots to take off. The helicopters lifted off the deck and soon melted into the gray distance. They were visible as small blips on the radar screen and the commander pictured for himself everything they were now doing there between the heavy storm clouds and foamy waves. How uncomfortable and alone one probably felt in such flights, but all the work was still ahead for the helicopter pilots.

The buoys were silent for a long while. And the joy that came from the signal arriving from the small, vigilant guardian buoy was as great as the

waiting was oppressive. "A submarine passed by me"--that is how the ASW personnel translate it.

And that's it: the "enemy" has lost his advantages. He has been detected and there is no doubt about it. Now the job was to follow him carefully without revealing oneself and keep him "in hand" with the help of buoys and helicopters. This already is simpler, although the work also is difficult. The pilots return from the flights tired and the ship's ASW team is always under great tension. Only the "enemy," who for a few hours did not even suppose that his actions were reliably monitored, felt himself at ease and unconstrained.

Capt-Lt Nikolay Ivanchuk, a navigator who is well-known for his very high accuracy and precision in work, plotted the course of the cruiser and submarine on the chart mile after nautical mile. The two lines intersected at an unexpected rendezvous point for the submarine. The ASW cruiser "Moskva"--winner in the duel--set a reverse course.

This happened on the last long deployment from which the "Moskva" recently returned, having accomplished the assigned missions with a high mark.

PHOTO CAPTIONS

1. The ASW cruiser "Moskva."
2. All clear for the practice alert.

6904
CSO: 1801

PARTY CONCERN FOR NAVAL DEVELOPMENT DISCUSSED

Moscow VOYENNO-ISTORICHESKIY ZHURNAL in Russian No 7, Jul 78 signed to press
22 Jun 78 pp 10-20

[Article by Adm V. Grishanov, Chief of the Political Directorate of the Navy, member of the Military Council: "Concern by the Communist Party and Soviet Government for Strengthening the Combat Might of the Navy!"]

[Excerpt] The Soviet Navy made an important contribution toward the defeat of fascist Germany. In the course of the war it was performing two groups of missions simultaneously: first, it was fighting on the sea against a powerful adversary who was endeavoring to destroy our naval forces; second, it was securing the strategic stability of the coastal flanks of the land forces and was assisting them in defense and offense. The navy demonstrated itself to be a powerful force capable of sharply altering the situation both on the sea and in the coastal zone of land forces operations. Thanks to concern by party and government for strengthening the combat might of the Navy, the heroic labor of the Soviet people and the highly-developed socialist economy, the fleets ended the war stronger than they were at the beginning.

A dangerous international situation formed in the first postwar years. U.S. imperialists and those of other countries once again began rattling their sabers. Under those conditions the Communist Party and Soviet Government assigned a mission to the Armed Forces, including the Navy -- vigilantly to guard the achievements of the Great October Revolution, to display unabating vigilance toward the aggressive intrigues of the enemies of peace, and to develop and renovate the navy at an accelerated pace. The law on the five-year plan of rebuilding and development of the USSR economy for 1946-1950 stated: "Fully rebuild shipyards and enterprises associated with them, and first of all the Leningrad and Nikolayev shipyards. Build new shipyards. Restore and increase the capacity of river and marine shipbuilding enterprises."¹³

Achievement of the targets of the Fourth Five-Year Plan opened up prospects for further strengthening the combat might of the Navy. The total tonnage of warships built and commissioned in 1952 substantially exceeded the total tonnage of warships built in 1940. In 1953 more than 30% of all the Navy's ships were of postwar construction.¹⁴

The ships and aircraft built during the first postwar decade were armed with conventional artillery, torpedoes and bombs. Views on the function and missions of the navy at that time were formed under the influence of the experience of World War II. At that time there were as yet no realistic technical capabilities for creating totally new forces. At that time we did not have nuclear weapons, and the first missiles were still on the drawing board.

Subsequently scientific and technological advances, particularly in nuclear physics and rocketry, produced a revolution in military affairs. This exerted decisive influence on organizational development of the Navy. In the mid-1950's the CPSU Central Committee studied the problems of future naval growth and development, and in conformity with its decision our country began to engage in major projects aimed at building a powerful blue-water nuclear missile fleet.

Missile-armed nuclear submarines and missile-firing naval aircraft became the navy's main striking force. Submarines are modern combatant ships capable of performing a broad range of missions in the World Ocean. They possess such combat characteristics as enormous range and self-contained operation, high mobility and concealment, and capability immediately to deliver nuclear missile strikes, while submerged, against major enemy operational-strategic targets. The availability of long-range missiles and nuclear-tipped homing torpedoes, as well as electronic target detection gear dictated employment of nuclear submarines as a most important means of destroying the enemy on land and sea.

Naval aviation is equipped with missile-armed jet aircraft, ASW fixed-wing and rotary-wing aircraft. Missile-armed all-weather fighters are designed to deliver powerful nuclear missile strikes on large, highly-mobile forces of surface ships, aircraft carriers and convoys, enemy seaports and naval bases. ASW aircraft, carrying radar and sonar gear, as well as torpedoes, can successfully combat enemy submarines.

The striking force and firepower of surface ships -- guided missile cruisers and destroyers, torpedo boats and guided missile patrol boats -- has increased substantially. Ships of new types have been developed -- specially-designed landing ships, hydrofoil ships, etc. Air-cushion vessels are capable of traveling above the water surface, negotiating shallow-water areas, and freely moving from water to land and back. The ASW cruisers "Moskva," "Leningrad," and "Kiev," which are highly maneuverable, carry on board jet helicopters and other modern means of combating submarines, as well as SAM missiles.

Shore missile-artillery troops, which have replaced the coast defense troops, reliably defend our country's coast and important coastal installations against attack from the sea by hostile naval forces. The naval infantry is armed with the latest small arms and artillery weapons, armored vehicles, and means of protection against mass destruction weapons. The Navy possesses an adequate number of tenders, maintenance ships, tankers, rescue and hydrographic vessels, cargo ships, transports, tugs, icebreakers, and other vessels.

The combat capabilities of all naval arms have increased sharply as a result of extensive adoption of new weapons and military equipment, radio electronic gear and nuclear propulsion.

Building of a blue-water nuclear missile navy by this country produced changes in views on its role in the Armed Forces system and modes of its utilization. It became one of the most important strategic factors capable, through direct action both against sea and land targets located in coastal areas and deep in the enemy's heartland, of exerting very substantial and sometimes decisive influence on the course of war. The percentage share of the Navy in the Armed Forces has increased substantially. It is in conformity with the position of the USSR as a great sea power and promotes stabilization of the situation in various parts of the world, strengthening of peace and friendship among peoples, as well as holding in check the aggressive aspirations of the imperialist nations.

Comrade L. I. Brezhnev emphasized that the Soviet Union borders on the sea a total of more than 40,000 kilometers. Under conditions where the NATO nations possess powerful naval offensive weaponry, we are obliged to provide for appropriate defense in this area as well. We have built a blue-water navy which is capable of performing these defensive missions.

As the navy became equipped with the latest combat hardware, the party and government also displayed concern with the selection, placement, indoctrination and training of personnel. At the beginning of the 1960's higher naval schools were reorganized into command-engineer schools. The graduates of these schools receive an engineering degree. Today the number of line officers with higher education is approaching 100%. One of the characteristic features of today's navy is the youth of command-political and engineer-technician cadres -- almost half of all officers are 30 years of age or less. All commanders of combined units, large ships, officers on nuclear submarines and chiefs of political agencies possess higher education. As a rule commanders of units and combined units are graduates of service academies, and 90% of officer personnel are Communists and Komsomol members.

Sociopolitical economic transformations in our country as well as scientific and technological progress have affected ship and unit personnel. Today the navy receives young people with a good education and a high technical and general educational level. "Last year," stated Army Gen A. A. Yepishev, Chief of the Main Political Directorate of the Soviet Army and Navy, at the 18th Komsomol Congress, "83% of the young soldiers and sailors entering the army and navy were Komsomol members, 72% had higher and secondary education, approximately 80% of inductees possessed production experience, and more than one third of them had received training in DOSAAF organizations."¹⁵

A determining indicator of the navy's strength is constant combat readiness. It concentrates as at a focal point the fact that ships and units are equipped with the latest hardware, the conscientiousness, proficiency and discipline of naval personnel, full numerical strength, naval proficiency, moral-political and psychological training, the skill of command personnel in control, and many other items.

There is no more important task for military council, commanders, political agencies, staffs and party organizations than continuous increase in combat readiness, strengthening of vigilance, discipline and order.

One can scarcely exaggerate the role and significance of party-political work in strengthening and steady improvement in navy combat readiness. "This," emphasized USSR Minister of Defense Mar SU D. F. Ustinov, member of the CPSU Central Committee Politburo, in his address entitled "60 Years Guarding the Achievements of the Great October Revolution," "is a special kind of weapon. It never becomes obsolete. Party-political work encompasses all spheres of the daily life and activities of personnel, actively influences the consciousness and hearts of Soviet military personnel, unifies them behind the CPSU and mobilizes them for successful accomplishment of present tasks."¹⁶

Of enormous importance in this respect is the CPSU Central Committee decree issued in January 1967, entitled "Measures to Improve Party-Political Work in the Soviet Army and Navy." This decree particularly strongly emphasizes the role of party-political work in strengthening the combat might of the Armed Forces, uniting personnel behind the Communist Party and Soviet Government, and indoctrination of military personnel in a spirit of total dedication to the Soviet homeland and in a spirit of friendship among the peoples of the USSR and proletarian internationalism.

Reestablishment in the 1960's of a higher naval school to train highly-qualified political workers, armed forces conferences of secretaries of party and Komsomol organizations, ideological workers and outstanding performers in combat and political training, regularly held by the Main Political Directorate of the Soviet Army and Navy, the Statute on political agencies and Instructions to CPSU organizations in the Soviet Army and Navy, ratified by the CPSU Central Committee in February 1973 -- these and other documents and measures helped enrich ideological-indoctrination work in the fleets, as well as helping strengthen its influence on increasing the combat readiness of ships and units.

The resolutions of the 25th CPSU Congress and CPSU Central Committee plenums, the proceedings of jubilee celebrations -- the 60th anniversary of the Great October Revolution and of the Soviet Armed Forces, addresses by L. I. Brezhnev, his memoirs -- "Malaya zemlya" [Little Land] and "Vozrozhdeniye" [Rebirth], CPSU Central Committee decrees entitled "Increasing the Role of Oral Political Agitation in Implementing the Resolutions of the XXV CPSU Congress," "Comprehensive Resolving of Problems of Ideological-Indoctrination Work by the Orsk City CPSU Committee," and "State of and Measures for Improving Lecture Propaganda," and the Letter of the CPSU Central Committee, USSR Council of Ministers, All-Union Central Trade Union Council and Komsomol Central Committee on expanding socialist competition, are promoting a new upsurge in ideological indoctrination work and increased navy combat readiness.

We must note that in order to increase navy combat readiness and improve party-political work in the fleets, of great importance are visits to naval

ships and units by party and government leaders, who look into combat and political training and display paternal concern about living and training conditions of naval personnel. Naval ships have been visited on numerous occasions by CPSU Central Committee General Secretary Comrade Leonid Il'ich Brezhnev, Chairman of the Presidium of the USSR Supreme Soviet. A deep imprint was left, for example, by the visit by L. I. Brezhnev and A. N. Kosygin to the Red-Banner Northern Fleet in May 1967, during which they inspected the newest surface ships, submarines and missiles. In August 1971 L. I. Brezhnev and other party and government leaders visited the Red-Banner Black Sea Fleet. They made an entry in the honored visitors book on board the ASW cruiser "Leningrad": "...Our acquaintance with you and with the modern combat equipment which you operate so skillfully was for us new confirmation of the fact that the Soviet Navy is a firm and reliable component part of the mighty shield which is guarding the peaceful labor of the Soviet Union and the entire socialist community."¹⁷ L. I. Brezhnev visited the Red-Banner Pacific Fleet in April of this year. All naval personnel took as fighting orders the statement made by Leonid Il'ich Brezhnev on board the cruiser "Admiral Sinyavin": "The glory of Soviet naval personnel is unfading. Continue in the future being true to this fame! Increase your military skills, combat proficiency, political training, and carry with honor the Banner of the Soviet Armed Forces."¹⁸

Thus the Navy, just as the other branches of the Soviet Armed Forces, is an offspring of the party and people. It was born in the flame of revolution, grew and developed in struggle against the enemies of the socialist homeland.

Thanks to the paternal solicitude of party and government and the labor of scientists and designers, today's blue-water nuclear missile Navy is equipped with first-class ships, weapons and equipment. The main emphasis in organizational development of the Navy is further strengthening of its combat might and maintenance of a continuous high state of combat readiness.

In response to party and government concern for the Navy, naval personnel are reliably guarding the peaceful labor of the builders of communism and are prepared at all times to offer a resolute rebuff to any aggressor.

FOOTNOTES

13. PRAVDA, 21 March 1946.
14. "Sovetskiye Vooruzhennyye Sily" [Soviet Armed Forces], Voyenizdat, 1978, page 396.
15. KOMSOMOL'SKAYA PRAVDA, 27 April 1978.
16. KRASNAYA ZVEZDA, 23 February 1978.

17. "Moguchiy strazh morskikh rubezhey Rodiny" [Powerful Guard Over the Sea Boundaries of the Homeland], Moscow, 1972, page 16.

18. KRASNAYA ZVEZDA, 8 April 1978.

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TROOP CONTROL IN WORLD WAR II DISCUSSED

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[Article by Col Gen A. Dement'yev and Col S. Petrov: "Situation Change and New Decision"]

[Text] We Discuss Experience in Troop Control

As we know, troop control, which is one of the main factors in achieving victory in the engagement and operation, constitutes a complex and multifaceted process based on decision. It is difficult to enumerate all operational situation conditions which influence decisionmaking. One thing is clear, however; elaboration of decision excludes unoriginal thinking and demands comprehensive consideration of the character of actions by friendly and hostile troops, and skillful combination of calculation and risk.

During the Great Patriotic War a wealth of experience was amassed in troop control at all levels and in all types of combat operations. It enables one to trace how the forms and methods of troop leadership evolved, as well as development of elaboration of the most expedient operation (combat actions) decisions and their implementation under various situation conditions.

The editors of VOYENNO-ISTORICHESKIY ZHURNAL are beginning publication of a series of articles discussing this experience.

We invite officers and general officers as well as all this journal's readers to take part in discussion of the problems raised and to share their thoughts on the work of commanders and staffs of formations in preparing for and conduct of operations. We present the first of these articles below.

Soviet military theory defines the essence of troop control as continuous influence by commanders and staffs on subordinate combined units and units with the objective of maximum effective utilization of their capabilities in an operation (engagement). Of particular importance in the dynamics of combat operations is prompt decision refinement or adoption of a new decision corresponding to the altered situation.

The L'vov-Sandomierz offensive operation, conducted by the troops of the First Ukrainian Front under the command of Mar SU I. S. Konev in July-August 1944, was characterized by frequent and abrupt situation changes, requiring refinement of a current or adoption of a new decision.

In this article, on the basis of analysis of individual combat episodes of this operation, we shall examine such items as the significance of continuous and detailed knowledge of the actual situation for making a new decision, correct estimate of objective conditions, the character of actions and capabilities of friendly and hostile troops, as well as certain problems pertaining to implementing a newly-adopted decision.

A vivid example of how continuous knowledge and correct consideration of the current situation when refining a decision affects performance of combat missions is the engagement of the 1st Guards Tank Army (Col Gen Tank Trps M. Ye. Katukov, commanding) on the Rava-Russkaya axis. According to the plan it was to advance in the breakthrough sector of the 3d Guards and 13th armies after they penetrated deep into the enemy's tactical defense, and was to capture Rava-Russkaya on the fourth day of the operation.

The army could be engaged under the condition that the combined units of the front's forward echelon would penetrate the enemy's defense to tactical depth on the first day of the operation, 13 July.

Naturally the attention of the army's commanding general and staff was focused on the actions of the troops in the breakthrough sector. Events, however, were developing quite differently than had been projected. It gradually became clear that promptly-withdrawn enemy units were offering stubborn resistance to Soviet troops in the Gorokhov area, that is, on the axis of engagement of the 1st Guards Tank Army. The troops which had initiated the offensive penetrated the enemy's main defensive position on the first day. The 3d Guards Army finally succeeded in taking the second defensive zone on 17 June. It was obvious that employment of the tank formation according to plan would not produce adequate effect in swift exploitation of the advance to operational depth.

In view of the developing situation Gen M. Ye. Katukov, after consulting with the commanding general of the front, decided to engage his forward detachment -- the reinforced 1st Guards Tank Brigade, to assist the troops of the 3d Guards Army in penetrating the enemy's defense. He assumed that if the actions of this brigade proved successful, favorable conditions would be created for engaging the army's main forces. In addition, the brigade's

actions should disorient the adversary as regards the place and time of engagement of this formation.

On the afternoon of 14 July the forward detachment proceeded to execute the mission and engaged in the vicinity of Svinyukh during the night of 15 July. Here too the enemy offered organized resistance, and the rate of advance slowed.

However, a new decision to engage the 1st Guards Tank Army was made somewhat later. Toward evening on 15 July it was determined that combat actions were developing more favorably in the zone of advance of the 13th Army. Here the 291st Infantry Division, which had not had time to withdraw its main forces to the second zone, was decisively routed on the first two days of our advance, and a breach up to 12 km in width formed in the enemy's defense near Stoyanov.¹ In conformity with the decision of the commanding general of the front, on the following day Gen V. K. Baranov's mounted-mechanized group was redeployed here for subsequent engagement and operations at the enemy's operational defense depth.

Thus in the course of combat operations the situation developed differently from plan. Mar I. S. Konev carefully studied the situation, incoming reports and suggestions by gen M. Ye. Katukov on possible variants of engagement of his army. On this basis he reached the conclusion that the previously adopted decision on engagement of the army's forces had to be refined.

In making a new decision the principal situation data were taken into consideration: intensive fighting in the Gorokhov area, participation of the 1st Guards Tank Brigade in penetration of the enemy's defense on the Porytskoye axis, and a "clean penetration" in the Stoyanov area. The army's forces were ordered to penetrate precisely at this point. At dusk on 16 July the army's corps, taking advantage of deteriorating weather, began moving out in small subunits toward the new point of penetration, and by the morning of 17 July had proceeded with performance of their combat missions.

The first to enter the breach were the combined units of the XI Guards Tank Corps, under the command of Gen A. A. Getman. Encountering no organized enemy resistance, they reached the engagement point and drove swiftly forward without deploying into combat formation. Following engagement of its remaining forces, by 1200 hours the army had reached operational depth. The enemy was unable to hinder the army's advance because it failed to detect the concealed redeployment of its forces and to discover the Soviet command's plan of action. Appearance of the 1st Guards Tank Army deep in the defense took the enemy totally by surprise and forced him to withdraw hastily to the Western Bug River.

As we see, continuous study of situation data and correct consideration of situation features enabled the commanding general of the front decisively to

abandon the prior-adopted decision and to act in conformity with the new conditions.

An intelligent combination of risk and precise calculation can be seen in the example of engagement of two tank armies (3d Guards, Col Gen Tank Trps P. S. Rybalko, commanding, and 4th, Col Gen D. D. Lelyushenko, commanding) through the Koltovskiy corridor on the L'vov axis.

As we know, penetration of the enemy's defense on this axis occurred in exceptionally difficult and heavy fighting. A crisis situation, which demanded special attention and immediate measures, arose during the first days of advance by the troops of the First Ukrainian Front as a result of a powerful counterthrust mounted by the enemy. The crisis essentially consisted in the possibility of failure of our troops to continue the advance and their withdrawal to the lines of departure.

The combat operations of the 60th and 38th armies, in whose zones the tank formations were to be engaged, were distinguished by extreme intensity. Fighting continued day and night. Rains washed out roads, which became difficult to negotiate, particularly in swampy areas.

The defense penetration sector ranged in width from 4 to 6 km and was covered by fire from both flanks. On the right flank of the 60th Army a serious threat was presented by a German-fascist force of eight divisions, encircled in the Brody pocket. This force was stubbornly endeavoring to break through toward the 1st and 8th Panzer divisions, which were mounting a counterthrust against the combined units of the 38th Army from the south.

As we know, these actions took the Soviet forces by surprise, chiefly due to the fact that the command was unable to discover in time the enemy tank force concentration for mounting the counterthrust.²

One can judge the seriousness of the situation from numerous facts. For example, more than 150 tanks with infantry were advancing simultaneously against units of the CI Corps of the 38th Army, which did not possess an adequate quantity of antitank weapons. Enemy artillery was supporting the actions of friendly troops with massive delivery of fire. On 15 July alone more than 5,000 mortar and artillery shells were fired into the combat formations of the army's units.

As a result of the counterthrust, some combined units were forced to withdraw 2-4 km. The advancing enemy troops continued building up offensive pressure. The adversary was endeavoring to wipe out the penetrating Soviet troops and fully restore the situation.

Under these conditions the front command took measures to reinforce the combined units of the 38th Army. The forces of the 2d Air Army were thrown against the counterthrusting force. They flew 3,288 sorties within a period 5 hours on 15 July. The density of the bombing effort was 102 tons per

square kilometer of target area. As a result the enemy lost a large number of tanks, as a consequence of which offensive capability was lost. The counterthrust was thwarted.

Massed employment of aircraft and increased combat activity by the troops of the combined-arms armies made it possible to ensure not only successful repelling of the enemy's counterthrust but also to hold the Koltovskiy corridor -- a small breach in the enemy's defense.

The risk in engaging tank armies through this corridor lay in the fact that under the prevailing circumstances the Germans could (they possessed the capability) prevent Soviet mobile troops from penetrating this breach and thwart further development of the operation. It was necessary for the front command to decide whether to engage tank armies into the partial breach or continue enlarging it. The latter could lead to loss of time and could create conditions for the adversary to draw up additional reserves into this area.

Calculations and forecasting of the probable situation indicated the necessity of immediate utilization of the Koltovskiy corridor for engaging tank troops through it. They proved correct in the course of combat operations. Exploiting the results of the aerial bombardment and stabilization of the situation on the flanks of the combined-arms armies, tank combined units and units negotiated the mouth of the breach by the only possible route, under incredibly difficult conditions, and reached operational depth.

The results of operations on the L'vov axis are well known. The adversary was forced to initiate a withdrawal, and his Brody force was totally destroyed.

One of the conditions for achieving success in the engagement and operation is persistent implementation of an adopted decision. The experience of the L'vov-Sandomierz Operation, however, teaches innovative interpretation of this unquestionably correct theoretical point. In connection with this subject, we shall discuss the example of the not entirely successful combat operations of the 1st Guards Tank Army on the Sandomierz bridgehead in the second stage of the L'vov-Sandomierz Operation.

The army, successfully redeploying, crossed the Vistula River on the night of 30 July, initially with its forward units, and on the following day with the main forces.

Accomplishment of the assigned mission on the west bank of the river, however, was delayed. The enemy unexpectedly offered exceptionally stubborn and organized resistance, and the mission was not accomplished.

Analyzing the reasons for the failures, the Soviet command stated in reports that the army had sustained substantial losses in preceding engagements and

that almost all brigade commanders and deputy commanders had been put out of action; its troops were compelled to operate on a broad front, which reduced density of personnel and weapons.

Of course all this had a negative effect on the army's efforts to enlarge the bridgehead. In our opinion, however, the most important factor was that the adversary had discovered our command's plan. The war diary of the German-fascist 4th Panzer Army contains a curious entry to the effect that the German command had acquired a captured operations map indicating the axes of advance of the 1st Guards Tank Army, the positions it was to capture, plus other important information.

Of course the enemy took measures to reinforce threatened axes and successfully repulsed all attempts by the army to penetrate deep.

This episode shows the negative aspect of persistent execution of a previous decision without considering the developing situation and making appropriate adjustments.

We believe that reconnaissance activities were unsuccessful. The fact is that the enemy's defense was of a focal nature. His strong points were fortified on the army's main axes of advance, while elsewhere the adversary did not possess prior-fortified positions ensuring repulsion of our advance. Thus we were unable to determine vulnerable points in the enemy's defense, and attacks were mounted in the strongest defended areas, where they were expected and where the enemy's troops were prepared to repulse them.

A brief analysis of the above-examined combat episodes confirms the following points.

During the Great Patriotic War combat for initiative, to gain time, acquired an exceptionally acute character. Experience indicated that success was achieved by he who was able more rapidly to collect the requisite situation information and to reach a new decision, who was able promptly to determine missions for his troops and organize their actions, to mount attacks on the designated targets, and to move up and engage reserves and support echelons.

The decision to engage two tank armies through the Koltovskiy corridor can be considered to be a risk-involved but precisely calculated and bold act.

Execution of this decision demanded persistence and flexibility of control. Bold maneuver of personnel and weapons onto the flanks of the breach under no-road conditions and a highly active adversary made it possible not only to hold the penetration sector but also to secure passage of a large mass of troops through the breach.

Swift advance by the tank armies at operational depth radically altered the situation not only on the L'vov axis but also throughout the entire sector of the front. Almost analogous examples of utilization of tank armies can be seen in the Belgorod-Khar'kov offensive operation, conducted in August

1943. (1st Tank and 5th Guards Tank armies of the Voronezh Front), and in the Berlin offensive operation (April-May 1945), in which the 3d and 4th Guards Tank armies were to be engaged into the breach on the first day of the operation at a depth of 6-9 km from the forward positions to exploit the advance of combined-arms formations.

In the course of the L'vov-Sandomierz Operation there were, as we see, examples of stubbornness where commanders endeavored, without taking the developing situation into account, to accomplish the previously assigned mission at all costs, without altering force grouping, main axis of advance, without endeavoring to execute maneuver and secure reliable neutralization of the adversary's fire plan. It follows from this that the most important condition for successful control was the ability to foresee and predict the development of events, continuous knowledge of the situation and character of the enemy's actions. Precisely on this basis the commanding generals and their staffs could promptly determine a crisis situation, a turning point in events, and appropriately respond to the course of combat operations and refine a decision in order to ensure the most expedient, efficient utilization of available manpower and equipment in order to achieve the stated objectives.

The combat experience obtained in the above-discussed episode confirms the conclusion that firmness and flexibility of control were inseparably linked with display of innovativeness and initiative on the part of the commanding generals, staff officers and general officers. Change in the operational situation objectively aimed at seeking other ways to accomplish the mission. And we must state that a decision adopted under these conditions, with employment of modes of troop actions which would take the adversary by surprise, exerted a powerful psychological influence on the enemy and as a rule deprived him of the possibility of undertaking swift response measures.

Thinking and volition merge harmoniously in the process of reaching a new decision evoked by change in the operational situation. This process constituted analysis of the combat mission and situation data as well as their synthesis for implementation in the course of combat operations.

The above examples show that situation elements had a varying influence on resolving one and the same particular problem. In other words all conclusions obtained as a result of situation estimate were motivated by thinking. There inevitably took place in the consciousness of the commanding general a "struggle of motives," the result of which was selection of a new mode of actions. This was manifested particularly vividly in making bold decisions pertaining to the engagement of tank armies (both on the Rava-Russkaya and on the L'vov axes).

Consequently the ability precisely to establish the interrelationship and interdependence of all situation elements and correctly to estimate trends in its further development should be an essential quality of command cadres.

The "struggle of motives" in their consciousness should become a period in the process of decision elaboration where a new plan of action is born and where innovativeness, skill and level of art of warfare are revealed to the greatest degree.

As experience has shown, adoption of a new decision in a difficult situation is a complex matter. Under conditions where radical situation changes have occurred, loss of time occurs usually not in the course of decision elaboration but in the process of overcoming doubts as to the necessity of changing a prior-elaborated plan of action. In the first two examples our military commanders unwaveringly made new decisions, did not fear responsibility, and this proved justified.

In order skillfully to direct the efforts of troops toward accomplishment of assigned missions, command cadre, as is attested by the above examples, should possess volitional qualities, a high level of moral fiber, thorough knowledge of the nature of contemporary operations, adequate experience, practical wisdom, psychological conditioning, the ability to foresee the development of events, excellent professional proficiency, and solid practical skills in performing their duties.

FOOTNOTES

1. VOYENNO-ISTORICHESKIY ZHURNAL, No 7, 1974, page 33.
2. M. A. Polushkin, "Na sandomirskom napravlenii" [On the Sandomierz Axis], Voyenizdat, 1969, page 65.

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3024
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MINESWEEPING TASKS IN EARLY POSTWAR PERIOD DISCUSSED

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[Article by Candidate of Naval Sciences Adm N. Amel'ko: "Organization of Actions Against Danger of Mines in the Early Postwar Years (1946-1949)"]

[Excerpts] An exceptionally critical mine situation developed in our sea and river theaters in the early postwar years. This was due to the fact that during World War II more than 145,000 mines and sweep obstructors had been planted over an area of 22,815 square miles.¹

The most difficult mine situation was on the Baltic. The forces of the Red-Banner Baltic Fleet, as well as naval forces of Great Britain, Germany and Finland had planted more than 79,000 mines and sweep obstructors,² more than 4,000 of which were German influence mines (bottom and moored). The latter constituted the greatest danger in the Baltic. In addition, one feature of the mine situation in the Baltic was the existence of the Gotland and Nargen-Porkkala-Udd antisubmarine mine positions, established by the German Navy in 1941-1944. Special deep-water sweeps and high-powered minesweepers were required for sweeping mines in this area.

Our navy planted 2,069 mines during the war years in the Arctic sea theater,³ while the enemy planted 5,188 mines in the White Sea and Barents Sea alone.³ The mine situation in this area was also hazardous in the postwar years. There were minefields on the approaches to major bases and ports (Murmansk, Iokanka, Arkhangel'sk), which were visited by large numbers of vessels.

A total of 20,000 mines and sweep obstructors were planted in the Black Sea and Sea of Azov during the Great Patriotic War. The Black Sea Fleet planted 10,845 of this total, while the remainder were planted by the Germans and their allies. Of the total, 2,500 were influence mines; there were approximately 7,000 sweep obstructors, removal of which is just as difficult as sweeping of mines.

The number of mines planted in the Pacific Fleet's surveillance area reached a total of almost 42,000 (Soviet, American, Japanese).⁴ In addition,

beginning in the fall of 1941 there were a very large number of floating contact mines broken loose from their anchors in the Sea of Japan, which presented a serious hazard to navigation.

There was no less difficult a mine situation during the first postwar years along the lower Volga, on the Dnieper and other rivers. This subject, however, requires special examination, and we shall not deal with it in the present article.

In order to secure uninterrupted, unimpeded navigation in the sea theaters of the USSR, the People's Commissariat of the Navy, assessing the mine situation, considered it essential to conduct special measures. These measures specified first and foremost minesweeping operations and opening the following waters for navigation by demagnetized vessels:

a) in the Baltic -- a large ship channel without draft limitations, by 1 June 1946; a ship channel through the Irben Strait, maximum draft 10 m, by 1 August 1946;

b) Black Sea and Sea of Azov -- a ship channel through the Kerch' Strait for passage of vessels drawing up to 6 m, by 1 July 1946; Azov ports -- on a schedule drawn up in coordination with the People's Commissariat of the Merchant Marine;

c) Pacific Ocean -- secure ship navigation by channel (searched channel), without pilot escort, in Vladivostok -- from 15 April 1946; through the La Pérouse strait -- from 1 May, and to Petropavlovsk-Kamchatskiy -- from 15 May 1946.

Channels open to shipping were to be widened to 2 miles in all seas of the USSR.

To support sweeping operations, the Soviet Government specified measures to be carried out by the people's commissariats of the USSR pertaining to supplying the Navy with sweeps, gear, cable, as well as setting up deperming stations and checkout magnetic stations. In addition, pursuant to a decree issued by the Council of People's Commissars, in 1946 the triangulation network in postwar minesweeping areas was to be reestablished, and navigation protection was to be set up on shipping lanes in the Baltic, Black and White seas and in areas of Soviet commercial navigation and fishing.

As a result of the hard work performed by the personnel of the minesweeping combined units of the fleets and flotillas, in the early postwar years (1946-1949) considerable areas in Soviet waters were cleared of mines. Later repeat bottom sweeping operations were organized in order fully to eliminate the mine threat.

In addition to combat-type minesweeping activities, efforts to combat the mine threat during the early postwar years also included diver examination of dock areas and harbors, exploding of depth charges, search for and destruction of floating mines. Divers inspected the harbor bottom and dock

area, for example, in the effort to destroy mines in the ports and harbors of Tallin, Riga, Liyepaya, Sevastopol', Odessa, etc. This very hazardous work was assigned to specially trained teams of divers who, wearing special non-magnetic gear, inspected in detail every dock and every square meter of harbor area. A total of 8.5 million square meters was inspected in the Baltic alone, where 43 million mines, 415 aircraft bombs, and 24 depth charges were located and destroyed.

In roadsteads and narrows, where sweeps could not be employed due to the restricted space involved, exploding of depth charges was employed for destroying mines. Eight million were destroyed in the harbor at Gdansk, for example, and 9 million in the Gdynia harbor. In addition, depth charges were employed to destroy antisubmarine nets at the Nargen-Porkkala-Udd position. A total of 76.6 cables of German antisubmarine nets were destroyed.

Floating contact mines constituted a major hazard to navigation in the post-war years. They would float to the surface due to parting of the mooring cable from corrosion, manufacturing defect, or natural metal weakness from extended time under water. They would appear in particularly large quantities following storm weather in areas where minefields had been planted. Special measures were developed by naval staff personnel to combat floating mines on the Baltic and other seas. These measures specified constant surveillance of the sea surface by shore posts, special search for mines by ships and aircraft following specified routes, on a scheduled basis, but not less frequently than two to three times a week. All warships and vessels at sea were to inform the navy of spotted floating mines and to destroy them. A total of 545 floating mines were destroyed in the period 1946-1949 in the Baltic alone.

Soviet naval personnel displayed exceptional courage in minesweeping operations and demonstrated brilliant knowledge of their job, which helped them accomplish with honor the most complex, difficult tasks and to open up safe navigation on all our country's seas. Many commanding officers of ships and divisions became genuine experts at destroying minefields. They include Northern Fleet commanders A. Ivannikov and V. Golitsyn, Baltic Fleet commanders A. Dudin, G. Ovodovskiy, F. Pakhol'chuk and N. Gurov, Black Sea commanders L. Volkov, F. Savel'yev, and A. Ratner, and Pacific commanders V. Piven', M. Sinyakov, and many others.

For example, a commendation given to PO 2d Class Yuriy Stepanovich Bogachev, leader of a mineclearing section on the minesweeper T-435, reads as follows: "...In September 1946, when an antenna-type mine exploded in the sweep, some of the members of the sweep crew were knocked overboard by the blast wave. The ship's commanding officer was also thrown overboard. Bogachev took command of the crew rescue effort. On his command a boat was quickly lowered, while he himself dove into the water and saved the life of a concussion-shocked sailor..."¹²

The Soviet Government honored the courage and heroism of the naval personnel involved in these activities. In 1948 alone more than 1,000 officers, petty

officers and enlisted men were awarded decorations and medals by ukase of the Presidium of the USSR Supreme Soviet for gallantry in clearing mines from our seas, lakes and rivers.

Mine weapons have been evolving rapidly in many countries since the war. New types of mines with a very long mooring cable have been developed, as well as improved floating and bottom mines with a large explosive charge. Various devices have been developed to make minesweeping more difficult, devices constituting further development of delay arming mechanisms, ship counting devices, all kinds of mine traps and destructor mechanisms. The latest mines are equipped with an electronic "brain," which gives them the capability to select a target, to submerge and resurface.

In connection with this, naval personnel have the task of improving their combat skills, studying and mastering techniques and methods of combating the mine threat even today, in peacetime.

FOOTNOTES

1. Central Naval Archives, Fund 2, List 4, File 11, Sheet 282 (figures as of 1 October 1945).
2. Ibid., Sheet 246.
3. Ibid., Department, Fund 236, File 18504, Sheet 52.
4. Ibid., Sheet 252.
12. Central Naval Archives, Fund 3, List 47, File 326, Sheet 319.

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ACTIVITIES AT THE SUMY HIGHER ARTILLERY COMMAND SCHOOL

Kiev RABOCHAYA GAZETA in Russian 16 Aug 78 p 4

[Article by SrLt V. Balaban, school political department assistant chief for Komsomol affairs: "Examinations--The First Step: Come Prepared"; "Report from the Twice Red Banner Sumy Higher Artillery Command School imeni M. V. Frunze"]

[Text] We just recently graduated the usual detachment of junior artillery officers to troop units. Every fifth officer left with a diploma with honors--Lts V. Bakhtin, A. Vankevich, V. Zverev, S. Petrov, A. Makarenko, A. Rudyak and A. Cherkashin--and gold medals. Their names remained on the school's honor role.

Now, we have a new increment of young men who want to prove their ability to honorably wear the uniform with the cadet epaulets and, later, with officer epaulets.

During the acceptance commission's work, almost every candidate was asked:

"What brought you to the school?"

This was the most frequent answer:

"I decided to devote myself to defense of the motherland. Furthermore, I like the school--it is the oldest and the most up-to-date!"

The school was born in the Great October Revolution. Since 1 December 1918. it has traversed a glorious path and made a worthy contribution to strengthening the might of the USSR Armed Forces. Its graduates participated in Kolchak's defeat; they fought against the bands in the Ukraine and they engaged in heroic battles against the White Finns, the Japanese

militarists and the fascists on the front lines of the Great Patriotic War. The deeds of many graduates were commended with orders and medals of the motherland and 37 of them were awarded the title Hero of the Soviet Union. The Communist Party and the Soviet government rated the school's activity in training artillery officers very highly by conferring the Order of the Red Banner on it twice. The young cadets of the new increment have an outstanding knowledge of the kind of educational institution they have arrived at.

Active duty soldiers and sergeants, graduates of the Suvorov schools, young workers, farm hands and recent school graduates are among those who came to us this year. This is already the second, and even the third, try for 15 percent of them.

The examinations... Of course, there were various results.

"I did well on the first subjects," says Nilolay Markevich, "but, when I saw the graduation ceremony and the happy lieutenants, I was really inspired to do even better on the rest."

According to Nikolay, everything in our school--the auditorium, the library which has almost 150,000 copies of books and magazines and a reading room which holds almost 300 people and the daily routine--inspires respect for military educational institutions and arouses a desire to learn.

Here is the opinion of Igor' Tarasenko, a "failure" from last year:

"I graduated from school without a C average. I took the examinations arrogantly and...I 'got burnt.' I was ashamed but I didn't lose heart. I worked for a year as a turner at a pump plant and persistently prepared myself. And now, this year, I only received 'good' and 'outstanding' grades."

The entrance examinations are over. But this does not give us the right to forget that there were a lot more "failures" who were left out than there were people who made it.

The Komsomol organizations of Sumskaya, Dnepropetrovskaya, Donetskaya, Voroshilovskaya, Khar'kovskaya and the hero city of Kiyev send us good young men who are distinguished by their high level of social activity, firm store of knowledge, physical strength and creative abilities.

However, the vocational guidance conducted by Komsomol committees for students frequently boils down to "supplying" the candidate with a Komsomol recommendation. Some military commissariats are also not demonstrating the degree of seriousness required in

selecting candidates; they are more concerned about the numbers side of the business. Some general education schools are also not working on this enough.

We also cannot help but mention the people who explain their failure with surprising simplicity:

"I knew that I wouldn't make it--I was poorly prepared; but I wanted to see the school; now, everything is clear!"

Such frivolity is expensive for the government and for the person himself: the candidate is provided free, round-trip travel and subsistence while taking the entrance examinations; but, the people who fail the examinations lose another year.

At times, a weak will and being unaccustomed to overcoming difficulties let the young men down. It was not by accident that one of them answered, "It was harder than I thought," when asked "What did you discover during your week at the school?"

Accordingly, here is some advice for those who intend to enter a military school in the future: learn to accomplish any kind of difficult and inconvenient work; take a serious attitude toward drill training in school; definitely participate in the Summer Lightning and Young Eagle military patriotic games.

As a rule, the "failure" engages in a self analysis after his failure. Here is what I have heard: "I was lazy...," "I did not persevere," "I didn't have enough willpower...." But, why not make this analysis while preparing for the examinations? Why not ask yourself then: "Have I done everything to make it?"

This is already the second year now that Vladimir Yevseyenko from Gorlovka has not been able to cross the school's threshold. He already understands how to prepare himself. But, here is the problem--Yevseyenko has still not been able to negotiate the barrier between "understanding" and "doing."

Of course, the people who studied comprehensively and thoroughly and concentrated their main attention on mastering mathematics, the laws of physics and chemistry are a thousand times right. Modern artillery needs highly educated commanders who are able to use the firepower resources of current equipment quickly and with a high degree of accuracy.

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AVIATION DAY ARTICLES PUBLISHED

Marshal Silant'yev Interview

Moscow KOMSOMOL'SKAYA PRAVDA in Russian 20 Aug 78 p 2

[KOMSOMOL'SKAYA PRAVDA correspondent A. Tarasov interview with Mar Avn HSU A. P. Silant'yev, Deputy Commander in Chief, Soviet Air Force [VVS]: "Lofty Heavens"]

[Text] [Question] Aleksandr Petrovich, how did you come to enter aviation? What episodes from your flying biography have become unforgettable?

[Answer] My entry into aviation is typical of that for hundreds of my compatriots, the Komsomol members of the 1930's, those who were literally delirious about the air. After completing the FZU [factory school training], I worked as a fitter at the Metallist Factory in Sverdlovsk. Every spare minute was spent at the aeroclub in the glider hobby group. I can see this as if it were yesterday: late fall of 1934, the glider area named Yelizavet [Elizabeth] near Sverdlovsk. . . And, our flying group used all of their strength to pull back on the spring in order to "fire" me like an arrow into the air in the single-seat training glider. . . It was very short, more like a hop than a flight, but the impression remains very clear.

[Question] KOMSOMOL'SKAYA PRAVDA dated 15 April 1942. The first line "The portrait of the young military aviator with the star of a Hero of the Soviet Union on his chest. A student of the Ural Komsomol." This is you, Aleksandr Petrovich. . . The note states that "Silant'yev accomplished responsible, risky missions. He shot down eight fascist aircraft in air combat. Silant'yev attacked enemy troops more than 20 times. . . Recently Silant'yev's friends were saddened since the hero's aircraft did not return from a combat flight. . ."

[Answer] Well. . . I can consider myself fortunate. I was shot down three times and nevertheless here I sit in front of you. . . This was the third time and perhaps the most dramatic. It was March of 1942. There were terrible battles on the Volkhov Front. The days were getting longer and during daylight we were flying 4-5 sorties each. And, this was the last sortie, an especially long one, just prior to sunset. We covered our fighters deep beyond the front line. . . The German fighters met us far out from the target. Their forces grew and, in the target area, we did battle with an enemy force twice our size. All you could do was scatter. The ground attack aircraft finally accomplished the mission and we began to withdraw in an organized manner. But, we suffered losses. . . My aircraft took hits in the oil cooler and the radiator. There was no hope of making it back across the front line. But, my comrades supported me, primarily the squadron commissar. They covered the commander from the attacking fighters. I continued on carefully, it was impossible to maneuver so as not to lose altitude. The instruments went wild, the water was heating up, the motor missing. . . In spite of this I made it to the front line only to find a new group of Messerschmitts. They attacked in pairs from all sides. They saw that I was helpless and became very aggressive, fired at point-blank range, broke off right in front of me. . . At one such moment the leader of the second pair made an error and took my last two remaining rounds. . . I was out of ammunition, and for the third time they attacked me very vigorously. The LaGG-3 was transformed into an unresponsive target. The armored backrest and instrument panel took new hits, the oil tank was punctured. . . I was wounded in the legs and was covered from head to foot by hot oil, I tried to find out where I was, I opened the canopy in order to be able to see. . . I succeeded only in shutting down the engine (take note of just how survivable an aircraft the LaGG-3 was) and directing the aircraft downward in the hope that I would find some spot below amongst the forest and swamps. . . There was no such spot to be found and the aircraft went down in the woods with the trees knocking off the tail, the engine, the surfaces, and the aircraft was destroyed. I was lucky because the cabin which spun around several times ended up "head" first and the seat belts held, saving me from getting banged up. Still not feeling the pain in my wounded leg, I ran away from the aircraft through the furrow it had made in the snow. The Messerschmitts continued to strike the aircraft, making dive bombing runs from above. . .

It got dark quickly. There was snow up to my chest and the temperature was 30 degrees below zero. . . I cut up my parachute, dressed the wounds on my legs, and began to search for the motor. There were two steel plates on the hood of the motor and I unscrewed them, made them into skis, cut the parachute straps, made "harnesses" from them by fastening them to the skis. . .

I then headed toward the airfield where I knew night bombers were based. I used the map and the compass, following the sound of the Po-2 which were taking off on missions. . . I walked for more than a day. I was frightened of stopping. When I was unable to take another step because of fatigue and the pain I then took my wide commander's belt and tied myself to a tree and, hanging there, dozed for several minutes. . . That is how I made it. . .

[Question] I would like to present one more line from the notes from 1942. "He was separated from the nearest people by 15 kilometers. It took the brave pilot 36 hours to cover this distance." Aleksandr Petrovich, today's holiday also "has gray hairs on the temples." On Victory Day you noted the absence of many combat friends. Who do you especially remember now?

[Answer] I remember all my combat friends clearly. The flight of which I have just spoken is a simple example. We took off as a squadron--nine aircraft. Only three returned to base. . . I bow my head to the bravery and courage of my compatriots.

During our talk today I would like to mention the names of the commander of our regiment Nikolay Safronovich Drozd, the regimental commissar Petr Fedorovich Sheychenko, and the squadron commissar Nikolay Kiyanchenko. Experienced pilots, they converted us, the majority young men lacking in any kind of know-how and frayed from the first bitter battles of 1941, into real aerial warriors capable of destroying the vaunted Luftwaffe. The regimental and squadron commanders and commissars led us untested youths into the first battles. And, there was one law of flying pedagogy: Do as I do! I have clear memories of a brilliant individual--the commander of the first squadron Capt Stepan Feofanovich Novikov, a brave fighter pilot buried in Leningrad in 1941. . .

It seems to me that I should begin with those hundreds of young flyers who fought bravely during the unequal battles in 1941 and 1942 and who died without having known the taste of victory. . . We are in eternal debt to them, to the height of their spirit, to their desparate decisiveness to fight in spite of any enemy superiority--both numerical and technological, to fight because they must protect their motherland from the Hitlerite plague.

Remembering this, I would like to mention the enormous thanks of all our pilots to our people, party, and its Central Committee. As time has passed, the might of the Soviet Air Force has grown immeasurably. Truly titanic efforts were made so that the

defenders of our aerial borders would have the most modern, fastest, most powerful aviation and always be able to multiply their courage and tactical mastery for technical superiority.

"We are improving our defense with a single goal: To reliably defend the conquests of Great October and to reliably defend the peaceful labor of the Soviet people, our friends, and our allies," underscored the CC CPSU General Secretary and Chairman of the Presidium of the USSR Supreme Soviet L. I. Brezhnev in his speech when visiting the Pacific Fleet.

[Question] By the way, it is your generation of pilots that participated in this rapid flight of Soviet aviation "from the agricultural spray plane to the spaceship." What personal and professional qualities were required from every aviator?

[Answer] Yes, the complexity of the flying vehicles of our days required that pilots have a significantly deeper knowledge of the equipment, aerodynamics, navigation, the best volitional training, completely reliable psychological steadfastness, and self-discipline. But the personal foundation for all of these qualities, the psychological profession itself, and the nature of the pilot were successfully laid in the epoch of "quiet" piston aviation.

I would like to again go back to the example of dozens and hundreds of aviators who assimilated new aircraft during combat. And this was not done in the accepted manner--in a two-place training aircraft of the same type, but immediately through solo flights. I experienced this myself when I assimilated a great number of aircraft, including the first jet aircraft. The aircraft had already been "rolled out," detailed instructions for piloting it had been prepared, but all the same each new aircraft during the first flight is a revelation and this is true for every pilot, even an experienced one. And, prior to commitment into battle, the pilots of the regiments and divisions of new Yak, La, Mig, Il, Pe aircraft were trained in just this way. . .

[Question] Aleksandr Petrovich what do you have to say about the social portrait of a modern young military pilot?

[Answer] In the new pilot primarily you correctly note the sense of belonging to that line of students of Lenin's Komsomol which gave aviation its greatest heroes. This is a man firmly resolved to dedicate himself totally to the cause of the defense of peace and happiness on earth. . . A man with a nature ready to "break down barriers," beginning even as early as the medical commission prior to entering school. His professional

level is that of pilot-engineer with a diploma, as they say, of All-Union stature. For comparison I remember that my schools did not promise the students even a firm 10-year education. Psychology is the model: ". . .the first thing, the first thing--is aircraft. . ."

I am sure you have not forgotten the song that says "Even if we are to die, we will save the city." A song is not born from only one such instance, even a very outstanding instance. It is riding on the crest of the generalization of phenomena that have become the slogan for a generation. This song illuminates the main trait of the modern young pilot--courage. He remembers that he is an heir of Timur Frunze and Viktor Talalikhin, the young Mares'yevs, Pokryshkin and Kozhedub. The feats of such military pilots as B. Ryabtsev, B. Kapustin, Yu. Yanov, and others who sacrificed themselves to save other people speak of this. This is affirmed by the courage of Yuriy Kozlovskiy about whom KOMSOMOL'SKAYA PRAVDA wrote early this year. . .

[Question] During the years of your youth, the front-line friendship of military pilots was born. . . .

[Answer] On 9 May of this year, more than 70 of my former compatriots--pilots, engineers, mechanics, technicians, armaments specialists, instrument specialists, and engine specialists from the 137th Guards Fighter Minsk Red Banner Order of Suvorov 3rd Degree Aviation Regiment--met and traveled to Tikhvin, to an area of former battles. This was an emotional meeting, both for us and for the residents of those areas where we stood together in 1941. . . Old women cried as they recognized their former daily neighbors. . . Together we went to that quiet now-overgrown field where the front-line airfield had been located. We prayed at the graves of our comrades. We made the decision to gather together again in 1980 in Minsk. It was there on 22 June 1941 that we went into battle for the first time. And, in July of 1944 we went there to our former airfield. . .

Do you know what touched me deeply, personally? It was not only the pilots that met. With us there were the widows of pilots who perished in combat. Especially in that bitter year 1941. Their children, their grandchildren. This means that they, our friends, did not leave never to return. Parts of them were with us. And they will be forever.

Lt Gen Tsymbal Article

Moscow SOVETSKIY PATRIOT in Russian 20 Aug 78 p 1

[Article by Lt Gen Avn N. Tsymbal, First Deputy Chief of the Soviet Air Force Political Directorate: "Mighty Wings of the Fatherland"]

[Excerpts] Soviet aviation has made a new qualitative jump in its development during the post-war years as a result of the scientific-technical revolution.

The workers in civil aviation are greeting USSR Air Force Day with great labor successes. Aeroclubs link thousands of cities and populated points in the country. International air communications are being developed further. Soviet liners now fly to many countries of the world via international routes which extend more than a quarter of a million kilometers.

As concerns the Soviet Air Force, at the present time missile-equipped aircraft form its foundation. They embody the latest achievements in leading domestic science and technology and are characterized by high specifications and broad usage of complex combat control and navigation systems.

The power of our aviation lies not only in the strong combat equipment but primarily in its people. The party highly values the flying cadres and demonstrates unswerving concern that the personnel of the Soviet Air Force have professional training which meets modern demands, as well as high moral-political, combat, and psychological qualities.

The Voluntary Society for Cooperation with the Army, Aviation, and Navy is making an important contribution to strengthening the defensive might of the country and in the indoctrination of future aerial warriors in the glorious traditions of Soviet aviation. Many troops who received initial training in DOSAAF aeroclubs are now serving in Soviet Air Force units [chast'] and formations [soyedineniye].

Aviation specialists and former sports flyers who were trained in the Yegorovsk, Groznyy, Kirovograd, Zaporozh'ye, 3rd Moscow, and Kaunas aeroclubs are doing very well.

The Defense Society can rightly be proud of the fact that 950 of the military pilots who have been awarded the title Hero of the Soviet Union were trained as flyers in the aeroclubs of Osoaviakhim [Society for Assistance to the Defense, Aviation, and Chemical Construction of the USSR]. And, this means that every

third military pilot who wears the Gold Star of a Hero on his chest is a student of the Defense Society.

Intense work is now underway within the Soviet Air Force. During the summer training period socialist competition for further improvement in combat readiness, assimilation of weapons and equipment, and improvement in combat mastery has widely unfolded in aviation formations and units, just as throughout all the Armed Forces. Military aviators look upon their military labor as an integral part of the national struggle for further strengthening of the defensive capability of the country.

Just as before, military aviators will steadfastly struggle to bring to fruition the historical decisions of the 25th CPSU Congress and will vigilantly stand guard over the state interest of our motherland and of the entire socialist fraternity.

Maj Gen Kletskin Article

Minsk SOVETSKAYA BELORUSSIYA in Russian 20 Aug 78 p 2

[Article by Maj Gen Avn F. Kletskin: "Mighty Wings of the Fatherland"]

[Excerpts] USSR Air Force Day is being greeted this year by the Soviet people and its glorious Armed Forces in an atmosphere of high political and labor enthusiasm elicited by the remarkable events in the history of our motherland--passage of the new Constitution, celebration of the 60th anniversary of the Great October socialist revolution and the 60th anniversary of the USSR Armed Forces.

Along with all Soviet people, military aviators with great enthusiasm greeted the decision of the July (1978) CC CPSU Plenum and the results of the trip by the CC CPSU General Secretary and Chairman of the Presidium of the USSR Supreme Soviet comrade Leonid Il'ich Brezhnev to Siberia and the Far East, and his speeches at the 18th Komsomol Congress and the hero city of Minsk.

Military aviators are greeting USSR Air Force Day with new successes in combat and political training and with an improvement in air training, as well as strengthening of discipline and organization. This year the aviators of the Red Banner Belorussian MD [KBVO] are dedicating all of their achievements to the 60th anniversary of Lenin's Komsomol, 60th anniversary of the Belorussian SSR and Belorussian Communist Party, and the 60th anniversary of the KBVO.

The post-war stage of development of aviation is characterized by wide employment of the achievements of the scientific-technical revolution, uninterrupted qualitative changes and improvements in the design of aviation equipment, methods for its maintenance, and its combat employment. Thanks to the continuing concern of Communist Party, the Soviet government, and the CC CPSU General Secretary and Chairman of the Presidium of the USSR Supreme Soviet comrade L. I. Brezhnev personally, the Soviet Air Force is now a mighty service of the USSR Armed Forces. Missile-equipped aircraft form its foundation. The Soviet Air Force is equipped with modern weapons, means for detecting the enemy and controlling fires, and the newest navigational equipment.

Soviet aviation is the cradle of cosmonautics. Many pilot-cosmonauts came from the group of military aviators. The world's first space flight was made by a Soviet citizen, Soviet Air Force pilot Yu. A. Gagarin. We are proud of the fact that today as well, on USSR Air Force Day, our compatriots--pilot-cosmonaut Vladimir Kovalenok and Aleksandr Ivanchenko--are now working in space.

Attaching great significance to the technical equipping of the army, aviation, and navy, the Communist Party also always considered and considers that success in combat is determined by people who skillfully have assimilated complex combat equipment and who possess high moral-combat qualities. Therefore, the CPSU places complete attention on the training and indoctrination of Soviet troops and improving the combat readiness of the Armed Forces as a whole and the Soviet Air Force in particular.

At the present time, intense flying training is underway in aviation units and subunits, just as throughout the Armed Forces. Soviet Air Force personnel are participating in socialist competition with the slogan "Reliably defend the socialist fatherland, be in constant combat readiness, steadfastly assimilate weapons and equipment, and improve combat mastery." The troops have promised to make the year of the 60th anniversary of the Armed Forces a year of shock military labor.

This initiative is fully supported by the military aviators of the KBVO. They are meeting their holiday with high achievements in military service. More than 50 percent of the aviators are otlichniki in combat and military training. The number of pilots with higher classification is growing. Officers Yu. Fedorov, N. Toptun, N. Zaborovskiy, V. Subbotin, and others are high-class aerial warriors. Leading those competing are Sr Lt A. Andreyev, WO [praporshchik] M. Khoroshilov, Jr Sgt V. Ray, PFC I. Ratnikov, and Pvt L. Tumanov.

The unit commanded by Military Pilot 1st Class officer V. Vasil'yev rightly is considered the best in the district aviation. Based on the results of the socialist competition in honor of the 60th anniversary of the Armed Forces, the unit has been designated excellent for the fourth time. The majority of its personnel are otlichniki in combat and military training. The unit has won the Travelling Red Banner of the KBVO Military Council for the fourth year in a row.

The true sons of the Soviet people--the aviators, just like all troops in the Armed Forces, are vigilantly standing guard over the conquests of October and are always ready at the party's first call, at the motherland's order, to come to the defense of the fatherland.

Maj Gen Okhotnyy Article

Kiev PRAVDA UKRAINY in Russian 20 Aug 78 p 2

[Article by Maj Gen Avn F. I. Okhotnyy, Chief of the Aviation Political Department, Red Banner Kiev MD (KKVO): "Mighty Wings of the Motherland"]

[Excerpts] We are marking USSR Air Force Day for the 45th time. This national holiday--an annual inspection of the achievements of domestic aviation--has become a beautiful tradition in our life. Reporting to the motherland are both the troops who are reporting about their continual readiness to defend our heavens, the workers of the continually growing civilian Aeroflot, and the aviation builders--everyone who through military and peaceful labor are multiplying the winged might of our socialist power.

The Soviet Air Force does have much to be proud of. Throughout its entire glorious past in the battles for the motherland, it has always been a reliable link in our Armed Forces. Thirty-four years have passed since our Victory Day. We have lived in peace for one-third of a century. The immutable, decisive, and consistent policy of the Soviet Union and the countries of the socialist fraternity to ensure peace is warmly supported by all people of goodwill overseas. But, there are problems on the earth. Forgetting the lessons of the past, international reaction headed by US imperialists is again brandishing weapons. The threats against the socialist countries and provocations against peace-loving peoples are continuing. All of this demands increased vigilance

on our part. With great thankfulness, all of our people greeted the words of the CC CPSU General Secretary and Chairman of the Presidium of the USSR Supreme Soviet L. I. Brezhnev in his meeting with the sailors of the Pacific Fleet: "We are not threatening anyone. Talk Conversations concerning the so-called 'Soviet threat' is a blatant invention of the enemies of relaxation in international tensions and nothing more. We are improving our defense with a single purpose: To reliably defend the conquests of Great October and steadfastly defend the peaceful labor of the Soviet people, our friends and allies. The troops of the Soviet Army and Navy serve this noble goal."

This concern by the CPSU and USSR government about preservation of the defensive capability of the country at the requisite level also manifests itself relative to our Air Force. In recent years, enormous qualitative changes have occurred in the Soviet Air Force. It now possesses modern aircraft. Our military aviation is now equipped with supersonic all-weather, missile-equipped aircraft with powerful on-board weapons and radio electronic automated equipment which ensures reliable flight control.

Only well-educated troops who are ideologically and physically tempered are capable of masterfully assimilating this newest equipment and weapons and employing their full capabilities for victory in modern combat against a powerful well-equipped enemy. They must possess a developed sense of personal responsibility for their combat training and for the combat readiness of their subunit and their unit.

Today's Soviet Air Force cadres are capable of accomplishing the most complex missions. Pilots and engineer-navigators possessing a high level of military education have become the main figure in line units. Know-how has shown that they rapidly and reliably assimilate the techniques of piloting and combat employment of supersonic aircraft. Youth and at the same time maturity are the characteristic trait of today's cadres in our aviation.

Famous veterans of the Great Patriotic War such as Twice HSU A. K. Nedbaylo and V. G. Lavrinenkov, HSU V. P. Senchenko, I. K. Sokolov, and others are found in the line units along with young aviators and function as their senior comrades and tutors.

The Chernigov Higher Military Aviation School for Pilots is a remarkable school of courage and mastery. In all more than 300 students from the aviation schools in our Red Banner Kiev MD have been awarded the title Hero of the Soviet Union.

The year in which we mark USSR Air Force Day for the 45th time is a remarkable one. The tasks of the first half of the 10th Five-Year Plan have been successfully accomplished by the Soviet nation. Historical decrees have been cast by the July (1978) CC CPSU Plenum and by the 9th Session of the USSR Supreme Soviet. New victories have been achieved in space. All of this uplifts military aviators. Each knows that the best gift to the motherland will be his selfless labor at his post. Participating in the army-wide socialist competition in honor of the 60th anniversary of the USSR Armed Forces, communist, Komsomol members, and all Air Force personnel are seeking out new reserves for further improvement in the combat readiness of units and subunits and strengthening of military discipline. Many collectives have been designated as excellent.

7869
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ROLE OF HELICOPTERS IN COMBAT DISCUSSED

Moscow PRAVDA in Russian 20 Aug 78 p 6

[Article by SrLt S. Tolstoy, Order of Lenin Transbaykal Military District: "Helicopter Pilots: We Serve the Soviet Union!"]

[Text] Helicopter pilots... A short three-four decades ago, this term evoked an involuntary smile among airmen. This combination of words was too unusual. Furthermore, it was not serious. Besides, in external appearance, the helicopter itself aroused an association with a frivilous dragonfly whose wings were lashed above its body by somebody as a cruel joke.

In general, pilots do not permit sarcasm about their aircraft. Airmen are like mountaineers in this respect; the latter believe that the rider is insulted when the horse is called something disrespectful. However, an exception was made for the helicopter. What names hasn't it been called: it has been called a "saber dance" in a choreographic vein and a "cement mixer" in an industrial equipment vein.

But, at that time, helicopters were just making their way in the world. But, after all, the genealogy of rotary-wing aircraft is really quite ancient. The Florentine genius, Leonardo da Vinci, even drew a helicopter in the 15th Century.

At first, rotary-wing aircraft could only carefully "lift themselves by their bootstraps" and slowly move along a coasting course under the calm conditions of the fifth ocean. But, they gradually learned a lot.

Geologists were one of the first to accept them in their family. The reliable and easy-to-operate MI-1 became their trusted assistant.

Oilmen, gas workers and power engineers later appreciated the rotary-wing aircraft.

Helicopters soon became broad "experts." They rescue the critically injured and destroy agricultural pests; they conduct ice reconnaissance and search for lost tourists; they patrol highways with inspectors from the SMVI [State Motor Vehicle Inspectorate].

They have also been called up for military service.

...Two green flares soared into the Transbaykal sky. This salute means the same thing at all military airfields: "Attention! The next flight crew is on duty."

Silence reigns for a few more minutes above the airfield, which is surrounded by various sizes of hills. Then, the silence is broken by the roar of engines being brought up to normal operating speed. Bearing translucent nimbus clouds above them, the helicopters begin gliding along the taxiway.

We will soon receive permission to take off. But, now, the preflight checklist. Capt Vasiliy Ivanovich Golovko is in the aircraft commander's seat. With three movements--replacing his hat with his headsets, fastening his seatbelt, setting the aircraft radio to "receive"--he is ready to go. The navigator-copilot is beside him with his flight chart on his knee. Between them and slightly to the rear, the flight engineer has made himself comfortable in a folding seat.

In contrast to the cockpit, where you are dazzled by the multitude of instruments and switches, the passenger compartment is bare and austere like a "bachelor's quarters." Simplicity and space are the comforts of the paratroopers (and they are frequent visitors here). This is more convenient for firing from the aircraft.

We have the "go ahead" to taxi out. With a slight sway, the concrete runway is below us. We are taking a heading to the zone where Golovko will work on the procedures for flying under a covered cockpit. An expert in his field, a military pilot first class, he is ready to go on a mission day or night, under any weather conditions.

The zone. Golovko firmly covers the cockpit glass with the hood. The "starry galaxy" of the instrument panel became brighter. The instrument flight was underway.

Suddenly, I am bent over in a deep stoop. For some reason, I was irresistibly straightened out flat on the floor of the passenger compartment. A second later I understood: the g-load from the power turn took me by surprise.

The exercise is over, the hood is drawn and there is light on all sides again and the hills and the green of the taiga with gray patches of sparse birch trees.

And now, Vasiliy Ivanovich can also cast a simple, human glance-- and not a professional one--at the beauty of the land's taiga.

In military affairs, the degree of respect accorded to a particular branch arm is directly proportional to its role in a theater of military operations. At first, the military helicopter was not able to do a lot.

It began its military service as a courier --"wherever it was sent." But, with the stubbornness of a new recruit who is becoming a man within the ranks of the army, this aircraft mastered ever newer combat specialties from year to year. The helicopter became a significant means of support for airborne assault forces by delivering the winged infantry to its assigned area; in the interests of ground units and subunits, it mastered numerous reconnaissance roles and area mine laying; under the aegis of a navy flag, it learned to accompany ships on cruises and search for submarines.

Finally, the time came when the rotary-wing aircraft appeared directly over the field of battle. The persuasive feature of their expertise is in the name alone--helicopter gunship. The third generation of helicopters is like a silk purse which has a rotary wing like its predecessor.

Maneuverability has increased significantly. Steep turns and spirals, zoom "climbs" and dives, combat turns--all of these advanced flight maneuvers, which were formerly the domain of fighter aircraft, are now within the reach of helicopters.

Speed is their element; for the benefit of speed, the fuselage, with its retractable landing gear, has taken on the sleek lines of a dolphin. Combat is this aircraft's element; and, in responding to the strict laws of combat, the machinegun's sting is supplemented by the rocket pods mounted on the wings. This is how the dynamics of combat look...

Capt Aleksandr Kiselev's squadron was assigned the mission to clear the dominating height occupied by the "enemy."

The combat vehicles are impressive when taking off. At first, they hover a meter and half off the ground for several seconds. Then, after dipping the nose slightly, they begin their acceleration run. Suddenly, once they are in their sleek, steep climb, the helicopters are transformed into barely discernible spots.

Their flight is swift. Under the saber-like whistle of their rotary wings, they are gliding along in pairs above the steep, wavy sea of the taiga.

The aircraft weapons are prepared for use. The target is behind the next hill.

"Pop-up!" Kiselev shouts into the airwaves.

The ground below vanishes and the battlefield is in the palm of their hand.

"Attack! Fire!"

The rotary-wing aircraft immediately bristle with clusters of lightning. The long-suffering ground at the range heaves...

The "enemy" is sending reinforcements to the assault landing zone. Kiselev takes the call: he is the first to put his aircraft into a dive. The fiery tornado began to dance across the ground again. The echo swept between the hills again...

9001
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TANKER TRAINING FOR DEEP WATER FORDING OPERATION DESCRIBED

Baku BAKINSKIY RABOCHIY in Russian 5 Sep 78 p 4

[Article by Lt S. Babayev: "The School of Courage and Indoctrination: The Tanks are Snorkeling"]

[Text] The day started out hot. Fog was still curling in the river valley and the sun was already beating down. Like a picture by a great master, the dully glistening, twisty serpent of a river, bordered by dense undergrowth, stretched out. A plain spread out further on. The mountains in the distance looked blue.

Suddenly, the morning quiet was broken by a powerful roar; sprays from explosions shot up on the opposite bank. After flashing their needle-like fuselages in the air, the aircraft disappeared in the clouds. The artillery "opened up" after them. The fire preparation was underway. Thick plumes of explosions were blossoming forth one after the other on the bank where the "enemy" had dug in. Gradually, the smoke--white, black, red--covered his strong points.

...Along with its subunit, Sgt Salman El'darov's tank crew has been on the offensive in its assigned axis for three days. The "enemy" is fiercely defending himself. They have been constantly alert for a well-camouflaged ambush, a counter-attack or a flanking thrust. Their expectation was not in vain. The tankers have been continually forced to repel attacks by "enemy" tanks and infantry. And now, today, after negotiating the deeply echeloned defense, they have to seize the last, well-fortified line which borders on the opposite bank of the river.

They were waiting for the command. But, nevertheless, it came unexpectedly: "To your vehicles!" Just a minute ago, the soldiers in black coveralls were sitting in groups around the

tanks. Now, they are already diving quickly into the hatches, starting engines, pressing up against the sight optics, quickly cleaning shells... The offensive is underway.

Shells are still bursting on the opposite bank; the lead vehicle has now appeared from behind the height. Behind it, there is a second, a third... The tanks rush to the river at maximum speed. The unusual-looking snorkel rises up above each of them. The tanks look a little bit like steam engines because of them. The subunit approached the area which was previously marked by the scouts; the forced crossing would begin here. As if testing the stability of the bottom, the first tank moved into the water...

S. El'darov's entire crew has persistently prepared for this test. All four servicemen prepared their tank for the forced crossing: they checked the hermetic seal, set up the snorkel and tuned the engine. Overall, there was enough to do. But, nevertheless, the main thing was each crew member's inner readiness to move along the bottom at a depth of almost five meters. The tank commander is an experienced soldier; he has already been through this test. But, Pvt Artur Petrosyan, the driver, is a very junior soldier; control of the tank, and this means responsibility for its success, is in his hands. Although the other crew members--Pvts Sergey Zhuravlev and Aleksandr Kozlevich (the gunner and loader)--are not novices, they also have not participated in a forced crossing of a water obstacle. All of them had to be prepared for a serious test of their soldierly maturity.

There were quite a few exercises and simulators for training the tankers to snorkel. One of them--the "dousing"--was designed in case the tank's engine dies underwater and the crew has to leave the vehicle. Since they are at a great depth, the tankers use a gasmask with a special breathing device to breathe underwater. The task of the "dousing" is to teach them how to do this and to show them that a brave person is not afraid of the deep water.

...It was difficult for Artur Petrosyan then. At first, he was not able to get a grip on himself at all and master the water. But, his comrades came to his assistance. It turned out that Sergey Zhuravlev was an underwater swimming enthusiast before coming into the army and he has a sports rating. The rest of the young men also swim excellently. They help their friend with all their energy. Because, the following tradition had developed a long time ago in this crew: the main thing is mutual assistance! The young men are of different nationalities--an Azerbaijan, an Armenian, a Russian and a Belorussian; they have become strong friends during their period of service. Each

of them is a reliable standby for the rest in any job and in any test. Petrosyan felt this. With the assistance of his coworkers, he was able to gain the upper hand. And now, the time the crew prepared so intensely for has arrived. With a deafening rumble of its engine, the tank descends into the water. While shifting into first gear, Pvt A. Petrosyan straightened the vehicle out, put it exactly on the assigned course and gave it a little gas. The opposite bank was visible through the observation devices; it seemed like you could reach it with your hand. And...suddenly there was a wave on the glass! It splashed a little, rolled out and trickled away in drops. But, the second one did not roll away; it covered the safety glass. This means that the tank will soon disappear under the water. For just a second, the uppermost layer of the water, penetrated by the sun's rays, flashed like gold; now, there is only a green darkness out there beyond the armour.

...Pushing the wave apart with its steel chest, the first tank went into the water. It began to move ahead, submerging in the foam of the surging current. At first, the tracks, then the edge of the turret and now it cannot be seen at all. How are things with the tankers down there under the water? After all, they were the first to go. This means that any surprise on the river bottom will fall to their lot. The scouting party checked everything but..."combat" is combat. It is necessary to be ready for anything. Now, the second tank has entered the water after the first one. A short period of time later and the third one enters...the forced crossing is picking up speed.

Sgt El'darov's crew was attentively listening to the engine, while holding their breath. But, the driver, Petrosyan, is especially tense. The tank cannot be turned underwater: it will arrive at the other bank the same way it entered the water. A special spot was selected there, one suitable for a tank. No slipups now. The soldier is attentively peering into the glass of the instruments but he can't make anything out. His hands, lying on the levers, are tense. Had they taken care of everything? Nothing was forgotten or overlooked? From emotion, it is beginning to seem like something is just not quite right...

Right now, everything is okay. But, what about later? Will there be some kind of sudden surprise? A hole along the way or something else. The tanker remembers his mood before the exercise began. How proud he was then that the subunit commander had assigned their tank as the first one to make the forced crossing. This means that he trusts them and is relying on their expertise. I can't in any way let them down. And besides,

the crew adopted a pledge to become an outstanding crew in honor of the 60th anniversary of the Leninist Komsomol. Forward! Forward! Time is stretching out unbearably slowly so that you want to hurry it up. Then there was a small flash of light straight ahead--the bank is near. Just a little more!

The smoke was laying low over the opposite bank. The fire preparation was over and there was ample proof of the results of its work. The attack will begin shortly. The water began to foam not far from the shoreline; swaying heavily, a tank is crawling out of the water. It is clambering confidently up the sloping, sandy bank. And...into "battle!" A second, a third...are appearing behind it. While pouring fire down on the "enemy's" partially destroyed strongpoint with its cannons and machineguns, the tank rushes ahead. The day's mission has been fulfilled!

9001
CSO: 1801

END